

The **National** *Falcon* News
MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

SEPTEMBER 2018



JOHNNY FALCON
1965 Falcon Sprint
Two-door Hardtop
Kenn Sickle
St. Clairsville, Ohio

ON THE COVER

"Johnny Falcon," a 1965 Falcon Sprint two-door hardtop is owned Kenn Sickles (FCA #12674) of St. Clairsville, Ohio.

Our cover photo features "Johnny Falcon," a Twilight Turquoise 289 V8 Falcon Sprint two-door hardtop with bucket seats. This car's unique journey from a factory in Lorain, Ohio to a garage in St. Clairsville, Ohio involves some interesting accomplices. A few of those include a cracked distributor cap, a madam from Wheeling, West Virginia, a 1966 Mercury Monterrey hardtop, three great kids, and a very supportive wife. Yes, now that your curiosity is piqued, you are definitely going to want to read about how all these things fit together! Kenn's story and his biography of Johnny Falcon begin on page 8.

CALENDAR OF EVENTS

AUGUST 31–SEPTEMBER 1, 2018
CAROLINAS REGIONAL, KANNAPOLIS, NC

Hosted by Carolinas Chapter

MARCH 29–30, 2019
11TH ANNUAL SOUTHERN COAST REGIONAL
PENSACOLA, FLORIDA

Hosted by Southern Coast Chapter; use form on wrap to register.

APRIL 5–6, 2019
TEXAS REGIONAL
Hosted by Third Coast Chapter

JULY 11–13, 2019
FCA NATIONAL MEET
WINTER PARK, COLORADO

Hosted by Mile Hi Chapter; register online or use form on wrap.

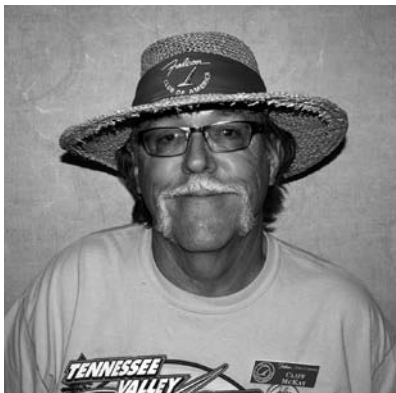
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The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to editor@falconclub.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

Recently you re-elected me as your President for my seventh year. You also re-elected Jim Guthrie as your Vice President for his second year. I want to thank our club membership for supporting us and the other current FCA elected officers. The leadership team and I hope to have your continued support as we individually perform our roles and together serve the FCA in attaining our club's important future goals.

Please join me in thanking and congratulating our new FCA officers: FCA Board member John Saindon from our Wheat State Chapter and Recording Secretary Steve Dippert from out in California. I would also like to express our thanks to Wally Peterson for his five years on the FCA Board of Directors and to Misty Sigler for her five years as our Recording Secretary. We are very fortunate to have had them both serve our Club!

I firmly believe in *Falcons, Friends, Family, & Fun!* I believe in taking kids to car shows. If you run across a young person with a Falcon, help them with their Falcon whenever and however possible. I believe it will eventually be in our Chapters' and Club's best interests. Whether we simply share our knowledge, give them assistance on projects, or even offer them a good deal on parts, it all works toward getting and keeping them involved with these wonderful Falcons we love so much.

Our Internet Team keeps improving our website, enhancing our Facebook web page, continuing to try and attract new interest and new members. They have made the FCA website even easier to use. We welcome your suggestions to continually improve

"...whenever FCA Nationals and Regionals are held, our public image is traditionally enhanced, as well as our Club's reputation."

our FCA website and Facebook page. Last year for the 2018 National, we added the ability to register on-line. While it worked fairly well, improvements to use it for 2019 registrations are currently being implemented. Hopefully they will be completed and working by the time you read this.

I would also like to mention that whenever FCA Nationals and Regionals are held, our public image is traditionally enhanced, as well as our Club's reputation. This year's Kansas turnout of Falcons was of exceptional quality and we had 197 registered. At the banquet, we had a number of new members and first National Meet attendees, too.

Our 2019 FCA National event is already set for the Winter Park, Colorado area. Registration forms are currently available. Early hotel reservations are highly recommended at the Vintage Hotel and Condominiums. Plans are still being finalized for activities and more information will be passed on as soon as it is available. I hope to see another great turnout for this show too. Maybe a multi-directional Falcon Migration is in order to reach Winter Park from all points of the compass.

I trust that all our members will continue to support their local and regional chapters—who in turn will be working hard to host FCA Regionals. I hope to attend at least one in the coming months.

I hope to see you all out there enjoying those beautiful Falcons!

—Cliff McKay (FCA #7987)
Peck, Kansas

The 19th Keystone Chapter FCA Regional is now history. As usual, it seems with most KCFCA Regionals, we had to endure some rain. It rained a little on Friday but stopped in time for the cruise to Kauffman Chicken. A lunch of a pulled pork sandwich or hot dog with sauerkraut, along with lots of side dishes and desserts, was provided for all the attendees.

Saturday proved to be nice with no rain until after the Awards Banquet. The banquet's family style meal included ham and turkey with all the trimmings. Entertainment at the banquet was provided by Bruce Wolfe and his twin brother, Brian. They sang a modified version of a John Denver song, *Country Roads Take Me Home*, substituted with memories from

driving Bruce's Springtime Yellow 1967 Falcon back and forth to Ft. Knox, Kentucky in 1971. The Jonestown Male Chorus also sang four oldies at the banquet.

Raffle items were just fabulous this year. Popular item with the ladies was a McCormick gift basket with over 40 items. Another special item that sold a lot of tickets was a bird house mounted to a pitch fork. There were of course

also many items to choose from for the guys—tools, a drag racing alarm clock, three different gift certificates, buckets of goodies from Advance Auto, Fisher Auto, Jonestown Market Street Auto and many more.

Congratulations to all our winners. Frank and Ginny Servas won *Best of Show—Stock* with their Vintage Burgundy 1965 Squire Wagon. Bruce and Joan Kichline won *Best of Show—Modified* with their two-toned 1964 Ranchero.



19th KCFCA REGIONAL



MAY 4-5, 2018
BETHEL, PA



Kevin and Lauren Gable (and Kelsey) won *Ladies Choice* with their light blue 1963 convertible. *Longest Distance*, 289 miles, was won by Bill Poole with his blue 1965 wagon. The *Oldest Falcon Award* was won by Keith Kennedy with his orange modified 1961 two-door sedan. The *Rough Driver Award* went to Glenn and Sandy Hoff with their Vintage Burgundy 1965 Sedan Delivery.

Renee and Jeff Wied kept the attendees busy with some great games and prizes. What a good time

with lots of laughs when we played *Falcon Family Feud* and *BINGO* in the parking lot with all the gang. A generous thanks goes out to the attendees that gave up two hours of their sleep to stand guard duty while everyone else slept. These guys are your invisible helpers. A REAL BIG THANKS goes out to the dedicated members, present and past, which have always made our KCFCA Regionals possible.

—Bruce Wolfe (FCA #949)
Grantville, Pennsylvania

More photos of the KCFCA Regional can be found on page 28.



FALCONS FOR SALE



1961 Ford Falcon Ranchero, light blue, 144cu in six cylinder, automatic, good condition, original Arizona car with 72,500 miles. Rust free. Asking \$5,800 OBO. Contact Paul at hotrodlark@yahoo.com or 920-268-9690. WI. 180905

Two-door 1961 Ford Falcon. I've loved it, restored it, pampered it and now find myself unable to take it the places my wife and I used to go. The car is powered with a 302 V8 engine with a C-4 automatic. The front end has been completely replaced with an independent front suspension. It rides on 15 inch tires with steel powder coated red wheels and baby moon caps, bucket seats, low car shifter, Champion aluminum radiator, positraction rear end, new heater core, Dolphin gauges, LED lighting, iPod radio, and more. Asking \$14,300, but will listen to any reasonable offer. I have pictures if interested. Contact Archie at 350@frontier.com. Huntington, WV. 180812



1963 Ford Falcon Deluxe Station Wagon. Recently refreshed It was a "barn" find in 2016 after having been stored since around 1984. The barn was actually a climate control garage resulting in a very solid 55 year-old Falcon.

The odometer shows 93,000 miles. The original 170 cu. in. six-cylinder engine was seized and the transmission was not able to be repaired. Engine was replaced with a period correct rebuilt 200 cu. in. six-cylinder. Additional new items under the hood include carburetor, starter and solenoid, water pump, battery and cables, engine ground strap, distributor cap, rotor, points and condenser, spark plugs and wires, radiator and hoses, windshield washer bag, horns and horn relay. All gaskets, filters and fluids were replaced. A rebuilt three-speed manual transmission was fitted complete with turned flywheel and clutch kit. While the engine was out, the engine bay was cleaned, painted and detailed. A new fuel tank and fuel pump were installed and new fuel lines were fabricated. A new muffler and tailpipe were added. Brake work included new master cylinder, wheel cylinders, brake shoes, and wheel bearings. Brake drums were turned, and new brake lines were fabricated. New radial tires were added on the blasted, primed and painted original wheels. All of the glass is in excellent condition. The windshield was resealed and new wipers, chrome bezels and mounting nuts were added. The exterior paint is original except for the front fenders which were blasted, primed and painted in original lacquer and new headlights were added. The interior is original and only required cleaning. The car is currently registered and has a clean New Hampshire title in the owner's name. \$14,000. Contact Bob at rkp5555@yahoo.com for additional information or call or text 603-566-7389. 180803



Excellent unrestored 1963 Falcon Futura two-door, purchased last year from original family owner. Red with black buckets and console, cold Frigiking AC, wire wheel caps, automatic, 170 engine, AM radio. Has Ford seat belts and outside mirror with Ford logo. Much documentation. 62,000 miles. Runs like a top. Only original once. Selling due to health issues. \$12,000. Jim Moore, 310 West Water Street, Newburgh, Indiana 47630. 812-480-3326 or Jimm Moore43@gmail.com. 180920

1963 Falcon Futura convertible. 170 ci automatic, complete new fuel system, new top by previous owner, new battery—otherwise all original. Rangoon Red with black top. Wisconsin car by way of North Carolina and Florida owners. Drives great. Garage kept. 106K miles. Asking \$12,500. Contact G. Lindsey at 262-483-4165. WI. 180820

1965 Sprint \$1,500; 1964 Futura H/T bare body in primer on rolling chassis including many interior and exterior parts \$4,800; 1964 Sprint Convertible, \$1,000; 1964 Futura H/T with Comet dash and 302 V8 three speed, \$1000. JL Branson, 4097 Hwy T, Marthasville, MO 63357 phone 636-357-8522 cell or email jlwbranson@mail.win.org. 180825

PARTS FOR SALE

NOS Rotunda car top carrier for a station wagon with luggage rack. It is black and has a couple of small blemishes from age. I doubt it has ever been used other than on my car at shows. I have the original box and instructions, although they have both seen better days. I am asking \$400 plus shipping. Pictures on request. Jim Notman, 916-730-4514, bassrcb@pacbell.net. CA. 180916

Dagenham four-speed transmission. Was used in a 1964 Falcon Futura with 170 six cylinder engine, \$450. Contact Jerry Bushnell at bushnelljl@gmail.com or 865-207-7189. TN. 180800

1960–61 NOS rear bumper with FoMoCo wrapper. New condition, except minor bug dropping damage on extreme left side of bumper, \$350. 1960 NOS hub caps, black letters, in original boxes (one opened for inspection), \$300. 1960 NOS door handles, in original boxes, \$250 for set of four. Contact Frederick Miller, 724-352-5831 or fcmiller@consolidated.net. PA. 180808

1961 Falcon grille with lights and wires, \$40. 1965 Ranchero and wagon gas cap, \$50. 1965 heater box, \$20. All items are plus shipping. Mike Hays, 573-735-4355. MO. 180921

1964–65 tail lights with backup lights, also without. Chrome for 1964–65 Falcons, doors, fenders, hoods, trunk lids, rear curved glass for station wagon, fan blades, pulleys, inner and outer windshield chrome for Futuras and Sprints. Vent windows with chrome for 1963–64–65. 1965 Mercury Caliente grille. I also have a four-door 1964 Mercury Comet with six cylinder 210. Nice body, bumpers, grille, tail lights, air conditioner. \$1,500 OBO. Bob, 806-683-3550. TX. 180817



Vintage Ansen ET-IV aluminum slot wheels, Unilug. Four 14 X 6.75 and two 14 X 7.50. Driver quality, these slots are not reproductions but from the 1970s and are USA made, look great on any year Falcon. They are in nice condition for their age, have some minor blemishes. No lug nuts or spacers. \$275 OBO. Mike, 570-675-8832. Please leave message. PA. 180912

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,499. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1962–63 NOS Falcon cowl top, \$199. 1964 NOS Falcon back-up lamp kit, Part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, Part #C5DZ-15499-A, hardtop/sedan, \$359. 1965 NOS Falcon back-up lamp kit, Part #C5-DZ-15449-B, wagon/Ranchero, \$399. 1964 NOS Falcon lens, Part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no-back-up, \$125. NOS 1964–65 Falcon Sprint 14" spoke spinner wheel covers, \$500. 1963–65 Falcon Sprint California air cleaner with PVC Tube On The Top, \$399. 1963–64 Falcon Sprint steering wheel, \$395. 1963–65 Falcon bucket seats, black, useable or recover, \$950. 1963–65 Falcon bucket seats, red, \$1,150. 1963 Falcon/Comet red console with ashtray, \$395. 1963–65 Falcon/Comet four-speed shifter with knob, \$199. 1963–64 Falcon/Comet T-10 four-speed, \$495. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963–65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963–65 Falcon/Comet six-cylinder valve cover, black or red powder coated, \$125. 1963 Falcon Sprint intake, carb, air cleaner with filter, valve covers, \$499. 1963 Falcon spears, \$100. 1963 Falcon hood scoop, new chrome, \$145. More NOS, used and Scott Drake Reproduction parts available, Call Vic Falcone, 518-355-7756 or vffalcon64@aol.com. NY. 180914

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The Known Biography of JOHNNY FALCON

"Johnny Falcon" came into this world on February 23, 1965 at the Ford Motor Company factory in Lorain, Ohio—a Twilight Turquoise 289 V8 Falcon Sprint hardtop with bucket seats. On the inside back of the driver's seat upholstery the assembly line worker had written in grease pencil, "Buddy, you got yourself a good one."

Not much is known about Johnny's first six years on earthly roads. I first met him in February of 1971 during my senior year of high school. My first drive with Johnny was, in fact, not entirely a successful

one—more on that later—but still we bonded and now, over these past 47 years, he's become a member of the family. It was my daughter Mallory who named him Johnny Falcon when she was twelve years old and Johnny was in his 32nd year.

Happy ending though this story has, the method of our meeting was precipitated by the oddest combination of fateful elements that include a cracked distributor cap, a madam from a Wheeling, West Virginia house of ill repute, and a 1966 Mercury Monterrey hardtop.

My father, Bill Sickle, an upright, God-fearing man, was an auto mechanic working at the Chevrolet dealership in Wheeling. The story begins one day in late fall when the mornings in this river valley are thick with fog and the ground streaked with frosted dew.

On one such morning in 1970, somewhere in a gritty section of Wheeling, a woman wearing too much makeup and jewelry tried to start her car. The Mercury Monterrey would grind and grind but would not fire—an all-too-common occurrence on those cool, damp mornings. Frustrated and angry with the Mercury, the woman took a taxi to the Chevy dealership where she bought a new Chevy sedan.

Before leaving the dealership, the woman told the service manager about the lifeless Mercury and asked how she should dispose of it. The dealership didn't really want the car but they sent my dad to see if he could coax it to start.

When dad arrived with the service truck, the woman said she was “busy with clients” and wanted the car gone. She asked him if he'd buy the car and he offered \$100. Dad now owned a 1966 Mercury Monterrey hardtop.

Dad's first inclination was to remove the distributor cap and check the points. In doing so, he found a cracked distributor cap which allowed moisture in, causing the Mercury not to start. After a new cap was installed, the 390 V8 fired right up and dad had his bargain.

But we didn't need the car. Dad and mom both had good cars. And so the Mercury mostly



sat, used only for the occasional rumble out on the road to “blow out the cobwebs,” as dad would say. I think he enjoyed the motor but didn't enjoy feeding it.

Johnny Falcon Was Not My First Falcon

My first car was a 1962 Falcon Sports Futura. I bought it for \$150 from the back row of the nastier trade-ins from a one-car-showroom Ford dealership in Dillonvale, Ohio. It had 98,000 miles on it, some rust, a console that popped fully open with every bump, but with a surprisingly eager 170 CID engine.

Working that summer washing cars and doing dealer prep at another dealership down the road, I gradually was able to fix

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All NOS Parts for Sale: C3DZ-3A717-A power steering hose, 1963–64 six cylinder, \$65. C4DZ-10A841-A parking brake light kit, fits 1964–67 Falcon, \$50. C4DZ-2A635-D parking brake cable, fits 1964–65 convertible, \$100. C2AZ-7277-A shift boot, non-console, fits 1962–63 Galaxie, 1962–64 Ranchero six-cylinder, four-speed, 1962–64 Comet six, four-speed, \$55. C7AZ-2004-B master cylinder repair kit, fits 1967–70 Falcon, 1968–69 Fairlane, 1967–68 Galaxie power drum brakes, \$60. All prices plus shipping. John Simone, 413-336-5307, Easthampton, MA. 180925

1964 C4 five-bolt bellhousing 289 block standard bore with .003 taper, Magnafluxed and “baked,” \$400. 1965 289 ready to run C5AE block .040 over, flat-top pistons, parallel decked .012 deck height, Erson 351 cam, GT40 heads, Scorpion roller rockers with front cover, pan, oil pump, dampener. \$2,500. Contact Mike at msgarrett35@Reagan.com or 301-803-0433. MD. 180919

1964–65 taillights with backup lights, also without; chrome for 1964–65 Falcons. Doors, fenders, hoods, trunk lids, rear curved glass for station wagon. Fan blades, pulleys, inner and outer windshield chrome for Futuras and Sprints, vent windows with chrome for 1963–65. 1965 Mercury Caliente grille. Bob, 806-683-3550. TX. 180918

1964 Falcon grille and doors. Restored to near perfect condition, \$750. 1964 Falcon headlight doors, polished, VGC, \$100. 1964–65 Ranchero/Wagon gas cap, VGC, \$250. One pair 1960–65 Sedan Delivery panel strips, very hard to find, VGC, \$750. 1960–65 Wagon rear side panel, \$150. One pair 1965 Sprint fender badges, new, \$350. Set of four American Racing aluminum center caps, \$100. 1964–65 Ranchero/Wagon tailgate inner/outer shell, VGC, \$450. Rebuilt Autolite-Holley carburetors. 1960–65 Wagon spare tire cover, \$100. 1960–65 Ranchero/Wagon gas tank straps, \$35. NOS 1964–65 door edge guards, \$50. Two NOS 1965 Ford Galaxy back-up light kits, \$150 each. Two NOS 1965 Fairlane back-up light kits, \$150 each. 1963–65 convertible inside top latches; needs to be chromed, \$50 per pair. Todd Hathcock, 704-502-9341 EST, toddhathcock63@gmail.com. NC. 180920

Parting 1960–65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Steve, 360-430-0143 WA. 180919

Kellogg's Garage will be closed for the month of September 2018. We will be back selling Classic Falcon Parts on Monday, October 9, 2018. visit us at www.kelloggsgarage.com CO. 180833

1969 428 CJ motor and R servo cast iron tailshaft C6, \$10,000. 1967 289 4V set up, intake cast #C6OE-9425, date 6J19; carburetor cast #C7F M, series 4300, venture 1.00, \$350. Used leaf springs out of a 1964 Falcon sedan, cast #C4DA-5556-A GI-3K \$200. C4 B & M “breakaway” torque converter, \$300. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1965 289: crankshaft, \$150; valve covers, \$60. 1966 289 heads, cast #C6OE, date codes 5F10 and 5H17, \$200. 1965–66 two-barrel set up, intake cast #C6OE-9425-A, date 5E4, carb cast #C5ZF B, PVC system, thermostat housing, carb spacer, fittings, engine tag, etc., \$250. 1967 289 heads, cast #C6AE, dates 7D18 and 7E2, \$200. 1967 289 exhaust manifolds, \$100. 347 stroker kit, \$1,200. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17, one pair, \$150. 1968-70 428 CJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 180805

Don Branson's 35 year collection of good used parts for 1960–69. Hoods, \$75; doors \$75; grilles, \$150–800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome, seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357. Phone 636-228-4501, forwards to cell 636-357-8522, or email jlwbranson@mail.win.org 180825

PARTS WANTED

1963 Falcon Delux two door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and/or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 11394 Revere Ln, St. Louis MO 63128-1416. 314-480-2556 or kslitteken@aol.com 180705

Falcon 289 HiPo exhaust manifolds, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 180914

Need only rear wheel mouldings and door edge guard mouldings for a 1966 Falcon coupe. Elvis Sugar, 216-233-6600, Elvissugar@hotmail.com. 180703

WANTED: 289 Hi Po San Jose built four-speed radiator.
Top tank is stamped: C4ZE W-MO

G2 2-65 3939-S fuel pump.

I am looking for February 1965 date code. My car was built on March 24, 1965 at the San Jose, California plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln. St. Louis MO. 63128-1416, 314-480-2556 or kslitteken@aol.com. 180805

Need the attaching clips, 10 will do nicely, for the 1963 Falcon dash pad stainless. These attaching clips slid into the narrow stainless trim that holds down the padded dash to the dashboard. Have photos if needed. The clips are 5/16" x 1/2" (head of clip) x 3/4" long. Note: The attaching clips from the 1964-65 Falcons are similar but will not work on the '63s as they are too big. Steve Brown, Roseburg, OR, 541-440-2697 or theobrowns@charter.net 180617

MISCELLANEOUS FOR SALE

1960, 1969, and 1970½ Features and Specifications similar to what are available for 1963-66. These are NOT commercially available! I am making them available to recoup investment for FCA Technical Library. You will receive a REPRODUCTION of original document. \$8.00 includes shipping vis U.S. Mail). Wally Tirado, 7101 Sharps Dr. Plano, TX 75025, 214-215-7485 or wally@wtirado.com. 180907

Shop Manuals by Ford: '60-'63, \$34.95; '64-'68, \$49.95 ea. '69-'70, \$59.95 ea. '63 Owners Manual, \$14.95. Part Interchange Manual, '60-'65 or '63-'70, \$39.95 ea. Falcon 140 page Road Test book, '60-'70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. 180809

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JOHNNY FALCON

—Continued from page 9

up the Futura. I patched the two rust holes, sanded it and paid a local guy to spray the bottom of the car Autumn Gold (a 1970 Chevrolet color) while the top remained Sandshell Beige. With 13-inch chrome reverse wheels bought at the local salvage yard, I could even get a chirp from the rear tires by pulling out the choke half way, turning the front tires extreme right or left and flooring it. Of course, having fairly bald tires helped.

That Falcon always started and ran well, but hitting a bump one day on a ratty gravel road, a back spring gave up the ghost. The '62 now sat low in the back and my dad deemed it unsafe for me to drive.

This was the moment that providence planned; this was the moment that odd fate played its hand. Because the same week the springs gave out, the dealership where my father was now working bought a group of used cars from another dealer. Among them was the 1965 Falcon Sprint that was to become Johnny Falcon.

Dad had an idea. He knew I'd talked about wanting a Sprint and suddenly one was before us. On the other hand, we had a '66 Mercury that we didn't need... his idea was to swap the Mercury for the Falcon.

The dealer was an elderly country gentleman who was more concerned about his horse farm than cars. That made him in some ways a horse trader and Dad approached him after work about a trade involving the Mercury and the Sprint. Car dealers look for cash flow and Dad's boss counter-offered: the Falcon for the Mercury and \$100.

The Sprint was mine! This was a car that the Mustang, Cougar and a host of other Ford automobiles owed lineage; a car of which only 2,806 were made. It was now mine—if you do the math—for \$200! A

high school boy's dream!

I sold the '62 Futura for \$250, so the math got even better!

My first drive in the Sprint came the evening Dad brought it home; I had basketball practice and dad handed me the keys. I remember not being very well focused at practice that night. And so, on a cold February night after practice, Of course I didn't drive straight home. After years of being motivated by a 101 horsepower six, I now had a 289 to take on the world!

Gleefully I drove a couple miles toward a golf course outside town when the car began to sputter. My roller coaster ride in the hills of eastern Ohio that night yielded an ironic truth—two hundred horsepower is no horsepower at all without gasoline.

I walked the three miles or so back to our house in Mt. Pleasant, Ohio, my wet hair frozen stiff from my shower after practice. But as Dad would tell it, when I got home I still had a big grin on my face.

Assuming a Quiet Attitude

Over the years, I'm not sure whether I assumed some of the Sprint's personality or it became more like its owner. It's not as flashy as the Mustangs I've owned but Johnny has a certain quiet attitude; this Falcon has its own soul.

Looking back at those early years, as I faced the world of approaching adulthood, I realize now that I resented being misunderstood and underestimated—and I was determined to prove myself. The Sprint seemed eager to do that too. Every car I passed,



Johnny Falcon with his owner Kenn Sickle and FCA President Cliff McKay



Larry Murray, Kenn Sickle with our star — Johnny Falcon

and pulled the positive cable off the battery. Later I tried to pull the other cable off but couldn't make it budge: adrenaline is a powerful thing. I certainly wasn't going to let the Falcon burn up before my eyes.

Our second son, Adam, though thousands of miles away in Oregon, helped financially with the engine upgrade and a set of red-stripped tires, including the spare. And, our daughter Mallory, our youngest, once entered the car in a car show on her own.

Our kids didn't know for years that the Falcon's trunk was our favorite hiding place for gifts, Christmas after Christmas.

every fancier car I'd put behind us symbolized an unwillingness to be ignored. Yes, that Falcon Sprint and I were meant to be together.

I married a wonderful woman who has embraced Johnny Falcon. We had our first date in the Falcon going to a Beach Boys concert. But early in our marriage when money was tight, I offered to sell the car. Cheryl insisted I keep it saying, "You've had that car longer than you've had me. You're not selling it."

All three of our kids have had a hand in Johnny Falcon's recent renaissance. Larry, our oldest, has been chief mechanic and knuckle buster. He's changed the car over to front disc brakes, helped with the a 302-HO engine swap, replaced the front suspension and rear springs and helped precipitate the new floor pan welding.

Larry's history with the car includes an episode that also involves a basketball practice when he was a teenager. Hating to miss a ball practice, he set out for the school in the Falcon without permission and no license plates. What Larry didn't know was that I had been replacing ignition wires under the dash and so when he started it, the inside of the car filled with electrical smoke.

As I arrived on the troubling scene, I shoved everyone aside, popped the hood

Over the Years

Over the years the car sat more than it should have. There was the occasional local parade and car cruise but the motor, in its advanced age, developed leaks and lost power. None of the family liked the brakes and the chassis was full of creaks and groans. My dad and I had done some rivet patching of the floor pans at least 35 years ago. The Falcon needed some help.

—Continued on page 14



JOHNNY FALCON

—Continued from page 13

And so, when a copy of *The National Falcon News* arrived one day with an ad announcing the regional FCA meet in Dayton, Ohio, the family campaigned hard for us to get the Falcon repaired and go. I still had some unspoken reservations.

That's when Larry and the family began to work their magic and the upgrades and repairs were made. Still, there were nerves to deal with as the car was backed out of the garage the morning we left for Dayton. Just to be safe, Cheryl would follow us in her car.

Triumphant Rebirth

We are a blessed family. Like every family in this world, we've had challenges and difficult days. Sometimes the world can beat us down and life doesn't go the way we want or we have health concerns or we make mistakes.

Can a car symbolize triumph over life's curves? Can the resounding rumble of an exhaust system be a victory bell? Can a 53-year-old car's resurrection be a metaphor for our own rebirth? I think so.

I can remember a day nearly three years ago when I was convalescing from a terrible accident in which I fell and broke my neck and ribs, shattered my elbow and wrist and had several surgeries. I slowly walked to our garage to visit Johnny Falcon.

The car sat there beautiful and yet flawed with hidden rust; proud but with a tired engine, waiting like me and like all of us for a better day. Neither Johnny Falcon nor I were young anymore; we were both somewhat damaged by time and life.

But with the help of family we made it to Dayton—Johnny Falcon and I—396 miles round trip with me driving. When we returned to our home garage, who could blame any of us for cheering? Before we turned off the key, we revved the engine triumphantly, letting the V8 rumble inform the world that Johnny Falcon—and our family—could not be held down!

—Kenn Sickle (FCA #12674)
St. Clairsville, Ohio

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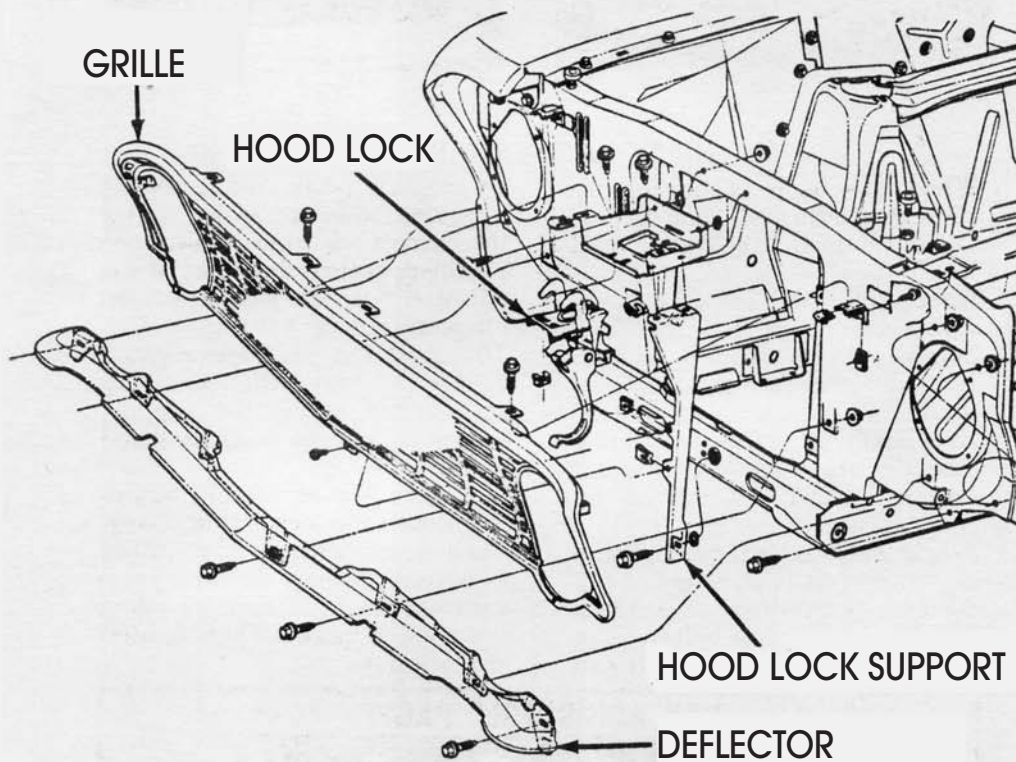


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GRILLE REPLACEMENT—FALCON

A one piece grille is available for the Falcon. The ends of the grille completely encircle the headlamps.

1. Raise the hood.
2. Remove the headlight rims, grille retaining bolts and/or screws and remove the grille assembly.
3. Position the new grille to the mounting brackets and install the retaining screws.
4. Install the headlight rims.



Transforming Dad's Falcon



Steve Cobb's
1963 Four-door Falcon

I

am a new member to the Falcon Club of America and I'd like to thank Mr. Ed Watt for directing me to this Club. I bought this Falcon gem in January 2010 for my dad. He was getting up in years and his 1947 Chrysler was getting too heavy for him to drive. The Falcon, at least body-wise, was in decent survivor shape; the interior was in really good shape. There was evidence of work having been done to both. The seller was a younger person who didn't have the time, or more importantly, the room to store and fix the car.

The car has its original 170 CID engine and two-speed FOM transmission. When purchased, the exhaust manifold was shattered, carb in tatters, and the generator didn't charge. I used about four carbs to make one good Autolite 1100, converting it to an alternator system, and bought a new exhaust manifold. When I finally got the old manifold off, the flange on the head had a serious erosion area on

the number six exhaust. Off came the head and I trued up the exhaust and block surfaces. The cylinders were in great shape with a good amount of cross hatching and hardly no ring lip at the top. Reassembly went smoothly and the car runs now like a top!

My dad enjoyed this car for many years. The interior only required a good cleaning to get it in presentable shape.

For the rest of the story, we must fast forward to the spring of 2017. While I was at a local VoTech car show, I was urged to contact the Autobody instructor and family friend, about painting the Falcon. The coat on it was getting pretty shabby. The instructor accepted, and what was supposed



to be a quick paint job, turned into a year-long project. The students took it down to bare metal, replaced the bad metal with good metal, and hand fabbed pieces with minimal filler just to cover. They rebuilt a door, fixed door corners, fixed the quarters, and remade the front of the front fenders. This was all done with flat pieces of metal that they hand rolled and welded. They truly learned a craft on this one. The color, while not original, was picked to match the dash which had been painted earlier in the car's life. As a result, it really pops.

I have since replaced the rear spring bushings and added a headlight relay kit. I really enjoy taking this four-door grocery getter to shows where it seems to always rekindle someone's forgotten memories. Thumbs up are always given on the road. My other two Fords and my late dad's '47 Chrysler now share garage space with the Falcon. My collection is complete!

—Steve Cobb (FCA #16430)
Swedesboro, New Jersey

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*After the second month is published an invoice will be mailed to the advertiser. Payment is expected within 30 days. Non-payment will result in the ad being removed prior to the fourth month.

Do you follow @FordFalconClub on Twitter? If not, here's a small sample of what you are missing!

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CarsInFrontofHouses @carsthenhouses · Aug 12
@rsogilvie hit a 🏠 with this San Francisco beauty. Looks like a postcard from mid-70s nice job! #carsinfrontofhouses #ford #falcon #stationwagon #sanfrancisco #california ift.t/2AZKcsV



Falcon Club Retweeted

Master Power Brakes @MPBRKES · Aug 10
Did You Know The Original Ford Bronco Was a Mustang For Off-Roading?
bit.ly/2vGBYtr by @RoadandTrack



The Original Ford Bronco Was a Mustang For Off-Roading
Sporty, stylish, and built cheaply from the Ford parts bin. Sound familiar?
roadandtrack.com

Falcon Club Retweeted

Bill Pratt @DraglistX · Aug 12
Drag Racer Update: Jim Barillaro, Windjammer, Ford Falcon Wheelstander
draglist.com/draglist/tweet...



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As we look FORWARD to our
FCA 40th National Meet coming July 2019 in
Winter Park, Colorado, The National Falcon News
is going to also take a look BACK at
some memories of past National Meets.

We hope you will enjoy this FCA History series.

If you have photos or would like to
share your own memories, please
send your photos and/or stories
to editor@falconclub.com.

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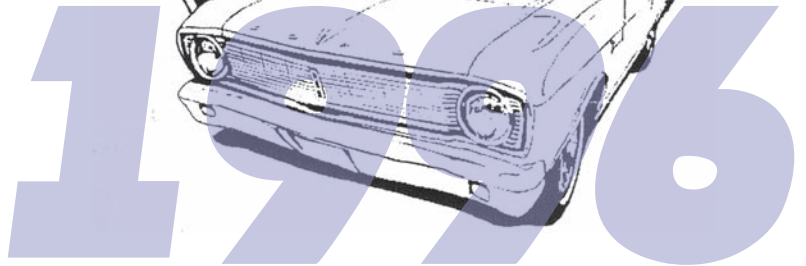
2nd - Roy and Pat Sword



3rd - Glen and Leora Beam

FCA HISTORY

1996 FCA 17th National Springfield, Missouri



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1961	John Leverance W318 S6658 Schnitzler Rd., Mukwonago, WI 53149	414-840-8229 Leverance5@aol.com
1962	Joe Tatti 2140 Falmouth Terrace , Burlington, Ontario L7P 1X9	905-335-2834 jnc21@outlook.com
1963	Jim Simmons 389 CR 214 , Eureka Springs, Arkansas	479-981-4445 jim@modestojim.net
	Vic Falcone 3102 East Old State Road, Schenectady, NY 12303	518-355-7756 vfalcon64@aol.com
1964	Jerry Kratz 216 Highland Ave., North Wales, PA 19454	215-699-2456 kpauto@aol.com
Convertible	James Cole P.O. Box 1858, Dawsonville, GA 30534-0033	404-427-8998 (no email)
HT & Sedan	Richard E. Alyea 1817 N. Timber Ave., Bethany, OK 73008-5726	405-789-6592 (no email)
1964-65 Station Wagon	Frank Servas P. O. Box 10, Center Valley, PA 18034	falcon@hypermips.com
1965	Jim Hatcher 8301 W. 92nd Terrace, Overland Park, KS 66212	913-381-5679 (no email)
	Steve Springer 6600 Rotan Dr., Austin, TX 78749	cspringer@austin.rr.com
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1967	Paul Coffey 25308 Arroyo Ct., Caldwell, ID 83607	208-453-9800 paul@modern driveline.com
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	Bob Karpenko 5478 South County Line Rd., Middleport, NY 114105	716-735-7547 GreedyMite@Hotmail.com
1969	Bill Walter 1615 Maple Grove Ave., Dayton, OH 45414	937-216-4721 falconbill@woh.rr.com
1970-70½	Merl Hayn 14942 S. Maple Rd., Argos, IN 46501-9525	574-892-6309 shaynfamily@aol.com
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"LOOKING BACK" QUIZ

Many of you members were in Nashville in 2002. There were 361 Falcons in attendance. These photos are some of the winners from that 2002 National Meet. Many are still active in the Club. Can you match the car to the owner? Match the letter next to the car to the owner's names on page 25. How many of these still can be found in the same homes?

2002 23rd Annual National Nashville or Bust Hosted by the Music City Chapter

BEST OF SHOW



A

B

2002

LADIES CHOICE / BEST INTERIOR



LONGEST DISTANCE



C

BEST PAINT

D



E

F

G



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H



J



K



Answers on bottom right of page 27

L



M



N



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Bakersfield, CA 93312
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Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar–Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER
BAY AREA, CALIFORNIA
Bob Snider, 510-278-0519
636 Via Pacheco
San Lorenzo, CA 94580
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MONTEREY BAY, CALIFORNIA
Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
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meeting info.

RAINIER FALCONS CHAPTER
SEATTLE, WASHINGTON
Roger Moore
126 143rd St. SE, Lynnwood, WA 98087
206-290-3093
luva65falconwagon@frontier.com
Meetings third Wednesday, bi-monthly Jan–Nov.
See rainierfalcons.com for more info.

RIVER CITY FALCONS CHAPTER
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910 Cottonwood Street
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Rohnert Park, CA 94928
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Simi Valley, CA 93063
805-583-4403
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Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

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816-806-1806

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636-677-4670
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16675 Orchard Valley Dr., Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P. O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

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Jim Boyer
jlbtmac357@gmail.com
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WHEAT STATE CHAPTER, WICHITA, KANSAS
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734-225-1067
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georgia.hicks@sbcglobal.net
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CAPITAL CITY CHAPTER, AUSTIN, TEXAS
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9200 Bradner Drive, Austin, TX 78748
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vary. Contact garybrubaker@hotmail.com or
call for details.

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Meetings TBA

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228-596-9160
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Call 704-792-2122 or 980-621-1787.

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Patrick Varricchio
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twosprints@gmail.com
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SUNCOAST CHAPTER, FLORIDA

Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990; shirawd@aol.com
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STAR CITY CHAPTER, VIRGINIA

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237 Foxfire, Cloverdale, VA 24077
540-793-4442; vwilkerson888@aol.com
Meetings TBA

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We need your help!

I've come across a couple of things regarding Falcons that have piqued my curiosity. There are differences in standards that our cars have that aren't always explainable. For instance, I recently heard a story of one Falcon which had two slightly different bucket seats in it. And, they were the original equipment from the factory. Other subtle differences I've heard of involved factory equipment altered at the dealership that later owners assumed was original.

I'd like to call this "Anomalies of the Ford Falcon." I need you all, our readers, to let me know if you've come across a Falcon with any original equipment that seemed to have unique standard equipment. If you have photos, that's even better.

Please send them to editor@falconclub.com.

Thanks for your help with this.

—Editor

SEND US YOUR STORY

Do you and your Falcon have a story to tell?

Do you have a cover-worthy, high resolution photo of your Falcon?

The rest of the Falcon family would love to see it and read about it. Cover photos need to be high resolution digital photo, 300 dpi at 8x10 inches.

Do you have any old Falcon articles, related clippings, or old family photos of a Falcon and your family you could share with our readers? Send your photos or articles to editor@falconclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

HOW TO ADVERTISE IN



GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and/or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125 inches x 1.3785 inches. Send artwork to fca.editor@yahoo.com.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Send ads and photos by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
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Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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Do you remember “The Tank Mobile” story we ran in our September 2017 issue? Tank now has a new brother, Lenny who loves cruising in the 1963 Futura as much as Tank does.

—from Tom Kinder (FCA #14079)
Springfield, Missouri

